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AGO D/A ltr, 29 Apr 1980; AGO D/A ltr, 29 Apr 1980	

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**DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310**

IN REPLY REFER TO

19 18 **OACSFOR**

AGDA (M) (4 Mar 70) FOR **OT-UT-694265**

9 March 1970

SUBJECT: ~~Operational Report -~~ Lessons Learned, Headquarters, 54th Transportation Battalion, ~~Period Ending 31 October 1969 (U)~~

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SEE DISTRIBUTION

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Robert E. Lynch*  
**ROBERT E. LYNCH**  
Colonel, AGC  
Acting The Adjutant General

1 Incl  
as

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⑨ Operational rept. for quarterly  
Period ending 31 Oct 69.

⑪ 5 Nov 69

⑫ 18 p.1

APR 1 1970

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 54TH TRANSPORTATION BATTALION (TRK)  
APO San Francisco 96492

AVCA QN-TG-54-3

5 November 1969

SUBJECT: Operational Report of the 54th Transportation Battalion  
(Truck), WFR6AA, for Period Ending 31 October 1969 (RCS  
SCFOR-65) (R-1) (U)

THRU: Commanding Officer, 8th Transportation Group (MT)  
ATTN: AVCA QN-TG-3, APO 96226

Commanding General, US Army Support Command, Qui Nhon,  
ATTN: AVCA QN-GO-N, APO 96238

Commanding General, 1st Logistical Command,  
ATTN: AVCA GO-O, APO 96348

Commanding General, United States Army Pacific,  
ATTN: GPOP-OT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of  
the Army, Washington, D.C. 20310

SECTION I  
SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES  
NARRATIVE SUMMARY

1. (U) COMMAND:

a. This report covers the activities of the 54th Transportation Battalion (Truck) and assigned units as listed in inclosure 1, during the period 1 August 1969 through 31 October 1969. All units assigned during this reporting period were engaged primarily in a line haul operation with the exception of the 545th Transportation Company (Lt Trk) which was primarily engaged in port and beach clearance operation from Vung Ro Bay to Phu Heip and Tuy Hoa.

b. Changes in command and staff personnel during the reporting period were as follows:

LTC Everett W Rackley replaced LTC William R Sarber as Battalion Commander; CPT Daniel R Jones replaced CPT Jeffery P Dunning as S-3 Officer; CPT Ruben G Thompson assumed the duties of S-2 Officer; 1LT Roger Gardner replaced CW2 Donald Widman as Maintenance Officer; CPT Paul A Sakach replaced 1LT Brian M Aspland as Commanding Officer of the 545th Transportation Company (Lt Trk); CPT Timothy J Traub replaced CPT Ruben G Thompson as Commanding Officer, 669th Transportation Company (Lt Trk); CPT Jay R Russell replaced 1LT Obed P Higgins as Commanding Officer of the 512th Transportation Company (Lt Trk).

FOR OT UT  
694265  
Inclosure

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DECLASSIFIED AFTER 12 YEARS.  
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AVCA ON-TG-54-3

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SUBJECT: Operational Report of the 54th Transportation Battalion  
(Truck), WFR6AA, for Period Ending 31 October 1969 (RCS  
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## 2. (U) PERSONNEL ADMINISTRATION, MORALE AND DISCIPLINE:

a. Personnel continue to perform in an outstanding manner, and are continuing to work at least 12 hours a day with the exception of the drivers, who's hours range somewhat longer than the standard 12 hour shift. Rest and Recuperation are being used to the maximum extent possible, however allocations for in-country R&R were unavailable. Shortages in the driver's MOS' (64A10, 64B20) have been alleviated to a great extent. However, shortages in the units remain critical in the mechanics MOS (63B20).

b. Promotions are no longer a problem. During the reporting period, the majority of eligible personnel have been promoted due to a sharp increase of allocations to grades E-4 and E-5.

c. In order to maintain a high state of morale, numerous activities were planned during the reporting period. Floor shows have played at the EM/NCO Club five (5) times per month. Movies were shown five (5) nights a week; personnel were enjoined to spend their free time at the Qui Whon Recreation Center, Red Beach; maximum utilization has been made of the multi-purpose recreation pad, however basketballs are unavailable through normal supply channels. In addition, model kits have been obtained from Special Services and distributed to all the units in the battalion.

## 3. (U) OPERATIONS:

a. During this reporting period assigned vehicles travelled 714,593 miles, delivered 38,078 short tons of cargo, transported 7,686 personnel and accumulated 2,334,427 ton miles.

b. The Heavy Lift totaled 23,503 miles, carried 4,437 short tons of cargo and accumulated 286,430 ton miles during this reporting period. (figures included in "a" above)

c. The drop in miles travelled and short tons delivered this quarter was due to the following problem areas:

(1) Large turnover of personnel during the quarter. The battalion lost 156 personnel through attrition and gained 232 newly assigned personnel. These new personnel had to inprocess, attend an eight hour block of instruction on convoy procedures, ambush procedures, safety and defensive driving, orientation on battalion policies, standards, facilities and battalion mission, zero and care and cleaning of individual weapons, testing and fitting of protective mask, and practical exercises on maintenance and operation of 2½ ton and 5 ton cargo trucks. After completing this initial inprocessing the new personnel were then turned over to their respective companies. Company NCO's then gave the new drivers behind the wheel training and a drivers test. The first two convoys the new drivers participated in they were accompanied by an experienced driver.

(2) During this quarter the battalion received 209 new 5 ton drop

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side cargo trucks (M54A1C). The unit maintenance sections had to inprocess the new vehicles and "TI" and outprocess the old 5 tons. This was accomplished with a 50% shortage of mechanics.

(3) During this period of available trucks with a driver shortage, it was sometimes necessary to put clerks, NCO's, and mechanics on the road in order to move priority cargo.

(4) The movement of cargo was hampered by the monsoon season. Bridges were washed out and temporary bridges and by-passes were not able to accommodate the weight of the heavy lift platoon. This battalion was unable to load cargo for two days due to flooding of a by-pass between this location and the Qui Nhon loading sites.

(5) The number of hardened security vehicles that could be placed on the road was limited for a period of time due to the stripping down of the old gun-trucks and converting new 5 ton trucks into guntrucks.

(6) The final contribution factor to the reduction of the tons carried was due to the large number of trucks committed for troop/unit moves and shuttle from Phu Cat Airbase to Qui Nhon during the period the Qui Nhon Airbase was closed for repairs to the runway.

d. During the reporting period the battalion had 1975 RON's due primarily to the following:

(1) The 545th Transportation Company ran two (2) convoys from Phu Heip to Qui Nhon.

(2) The 54th Transportation Battalion ran fifteen (15) convoys from Qui Nhon to Phu Heip.

(3) Slow and in some cases inefficient off-loading at destinations.

e. Trailer Operations: During the reporting period the 54th Battalion's Trailer Transfer Point processed 6300 forward trailer loads. While the TOE call for 9 personnel, it was found necessary to augment the strength by nine (9) additional men and fourteen (14) Local Nationals.

f. The practical situation and local regulatory requirements for convoy communications are two (2) radios per twenty (20) vehicles although the standard truck company TOE provides for only one (1) radio per twenty (20) vehicles.

g. Trailer Operations: During one twelve hour period five enlisted men and two officers devoted their entire energies to replacing tires, air couplings and headboards on 35 RORO 12 ton flatbed trailers. These trailers were used for only one trip to Pleiku and then they were returned to RORO control.

h. Backloads of retrograde vehicles loaded on semi-trailers are consigned to the 526 CC&S facility in Phu Than. In order to eliminate loading, off-loading

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and reloading the retrograde vehicles remain loaded on the semi-trailers for their processing and eventual disposition to the Port or the Property Disposal Yard. During the last 90 days, approximately 750 trailer loads were handled in this fashion.

#### 4. (U) TRAINING:

a. The 54th Transportation Battalion complied with all necessary training regulations. Due to mission requirements, the main portion of the classes were held at night. They include training on unit level and classes for the whole battalion.

b. Drivers training is given to all newly assigned personnel and to personnel involved in driver-fault accidents. These classes are held either weekly or bi-weekly depending on the number of personnel requiring instructions.

c. On 21 October 1969 the battalion held a gas chamber exercise with a make-up class on 24 October 1969, all personnel attended.

#### 5. (C) INTELLIGENCE:

a. There were three (3) recorded incidents involving enemy action within this reporting period.

b. A further description of the individual incidents is as follows:

(1) 12 August 1969 - At approximately 1715 hours a disabled gunjeep being towed by a 54th Transportation Company wrecker were ambushed on Highway QL #1 at the area known as "Rocking Chair" at coordinates CQ 229290. Two (2) home made claymore type mines were fired at the wrecker from an overhanging boulder on the western edge of the road. The blast and associated shrapnel literally blew the two vehicles off the road, killing the two occupants of the wrecker. Moderate to intense fire was received from undetermined enemy positions on the rocky hillside for approximately 45 minutes. This ambush resulted in two (2) US personnel KIA and five (5) US personnel WIA. Equipment losses were one (1) wrecker and one (1) gunjeep destroyed along with associated radio equipment from the gunjeep.

(2) 9 October 1969 - 1825 hours, the east bound Pleiku convoy received a large amount of small arms, automatic weapons and some mortar rounds from both sides of Highway #19 at BR 862332, 1/2 mile east of Bridge #6. The enemy force was undetermined size with a kill zone of approximately 500 meters. The 54th Transportation Battalion sustained the following damages: One (1) US person WIA and one (1) 5 ton cargo truck damaged.

(3) 21 October 1969 - 1645 hours, the east bound Pleiku convoy received a large amount of small arms, automatic weapons, 8-40 rocket and mortar rounds from both sides of Highway QL #19 approximately 300 meters east of "Deadman's Curve" between Bridges #30 and #29. The enemy force was estimated at company strength and with a kill zone of approximately 500 meters. The battalion sustained the following damages: One (1) US person injured, and five (5) ton cargo trucks damaged.

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5 November 1969

SUBJECT: Operational Report of the 54th Transportation Battalion  
(Truck), WFR644, for Period Ending 31 October 1969 (RCS  
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6. (U) LOGISTICS:

a. The caliber of company supply procedures and paper work are continuing to be upgraded. Particular emphasis is being placed on instructing supply sergeants in the most efficient supply methods to follow.

b. The battalion Repair and Utility Team continues to improve the living and recreational standards of our compound.

(1) It built additional arms rooms in barracks for greater weapons safety.

(2) It renovated the battalion barber and tailor shop area.

(3) It cleared and re-dug drainage ditches in the battalion area for the monsoon season.

(4) It built wooden abutments around field grade quarters and guard tower.

(5) It installed trailer back stops in the Trailer Transfer Point.

c. During the reporting period the 54th Battalion area was smoothly changed over to central power supply by the Vinnell Corporation. It should be noted however, that at this time there is no back-up power supply for the perimeter lights.

d. The 299th Engineer Battalion, Company "B", worked for two days on the hardstand and drainage project for the 505th TTP, saving the facility from inundation during the torrential rains of mid-October. Liaison on completing the project in the face of the inactivation of Company "B" is continuing between the 299th Engineer Battalion and the 54th Transportation Battalion.

7. (U) MAINTENANCE:

a. By the end of the reporting period the total number of vehicles increased to 414 plus 11 trailers. Eighteen of these 414 are on hand receipt to other units. Fourteen (14) vehicles of this total are 10 ton tractors which belong to the 512th Transportation Company. The remaining 382 are categorized as follows: 300 task vehicles, 50 administrative vehicles, and 32 security vehicles. The companies did an outstanding job of getting the new 5 ton dropside cargo vehicles inprocessed and on the road. At present 203 of the total of 209 new trucks have been inprocessed and made ready for use. A total of 105 old trucks will be processed out. This figure includes the task 2½ ton trucks as well as the old 5 ton "hard sides".

b. On 29 September 1969, the guntrucks and gunjeeps hand receipted to 512th Transportation Company were returned to their original units. The 523rd Transportation Company, 512th Transportation Company, and 669th Transportation Company now each have five (5) guntrucks and four (4) gunjeeps on hand.

c. The deadline rate for the reporting period was 5.8%. This figure shows a reduction of 4.7% from the end of the last reporting period.

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SUBJECT: Operational Report of the 54th Transportation Battalion  
(Truck), WFR644, for Period Ending 31 October 1969 (RCS  
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d. Seven (7) units received CMMI's during the reporting period, all of which received a satisfactory rating. The 545th Transportation Company received an IG which also resulted in a passing score.

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## SECTION II

### LESSON LEARNED

#### COMMANDER'S OBSERVATIONS, EVALUATION AND RECOMMENDATIONS

##### 1. (U) PERSONNEL:

###### a. Item: In Country R&R Allocations

(1) OBSERVATION: This unit has not obtained any In-Country R&R allocations during this reporting period.

(2) EVALUATION: 1st Log Command Regulation 28-2 states that quotas will be announced monthly by letter. The local situation has become so acute that the 8th Transportation Group has instituted a recreation area of its own. The Vietnam news media such as the Stars and Stripes and Armed Forces Network often publicize the Vung Tau Recreation program creating a morale problem in this unit.

(3) RECOMMENDATION: In-Country R&R allocations should be granted according to regulation.

##### 2. (U) OPERATIONS:

###### a. Item: Bridge By-passes

(1) OBSERVATION: Bridge #302 on QL #1 was closed to night traffic for one week when the by-pass was flooded.

(2) EVALUATION: Loading and unloading and all convoy operations were severely hampered during this period. Two (2) Local Nationals drowned and four (4) military vehicles were submerged. The bridge was damaged for nine (9) months yet when the monsoon rains hit, the required repairs had not been completed.

(3) RECOMMENDATION: All bridge by-passes be kept in a state of good repair to prevent interruption in the Main Supply Route due to the action of the enemy or weather.

###### b. Item: Unloading Problems, 5 ton cargo trucks

(1) OBSERVATION: The majority of the 1,975 vehicles remaining overnight at destination were caused by poor off-loading facilities.

(2) EVALUATION: While local depot areas are well equipped with MHE, the destinations of LZ English, LZ Uplift and Pleiku have continual off-loading problems caused by a lack of MHE and the inefficient use of MHE. The consignees have no prior knowledge of the incoming cargo and they customarily cease work completely for over an hour during lunch time. The open road hours for truck convoys are limited and the mission degradation which result from these problems and practices is considerable.

##### (3) RECOMMENDATIONS:

(a) Additional MHE be provided where required.



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(b) The Movement Control Center contact the consignees with prior incoming cargo information.

(c) Consignees stagger lunch hours to enable the maximum use of MHE.

**c. Item: Unloading Problems, Semi-trailers**

(1) OBSERVATION: On occasion, up to forty (40) semi-trailers are under load at the 526 CC&S yard for over one day and in some cases for over a week.

(2) EVALUATION: When semi-trailers remain under load for over one day, they are removed from the system just as if they were inexcusably deadlined. Daily commitments for trailers customarily exceed available trailers, thus it is certain that those trailers could be used elsewhere. While the great benefit of processing the loaded retrograde vehicles is recognized, the drain on the common carrier transportation system should be evaluated.

(3) RECOMMENDATIONS: The 526 CC&S facility should be provided with civilian and military labor and equipment with which to complete their processing efficiently (within one day).

**d. Item: Convoy Communications**

(1) OBSERVATION: TO&E Authorization for convoy communications are short of requirements.

(2) EVALUATION: On 13 August 1969 this unit submitted a request for MTOE concerning communications equipment which is as yet unanswered. The USARV Convoy Security Seminar dated 27 November 1967, HQ IFFV Highway #19 SOP dated 17 July 1968 and 8th Transportation Group Reg #55-1 dated 1 March 1969 require more radios than currently authorized. The three ambushes described in paragraph 5 which this battalion experienced during this quarter make it clear that these are not only words on paper requirements but real life and death needs.

(3) RECOMMENDATION: The 54th Transportation Battalion request for MTOE concerning communications equipment be promptly approved and the equipment promptly issued.

3. (U) TRAINING: None

4. (C) INTELLIGENCE:

Item: Convoy Ambushes

(1) OBSERVATION: Number of US casualties are low due to convoy procedures presently being used.

(2) EVALUATION: Convoy practices of keeping a 100 meter interval between

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AVCA GN-TG-54-3

5 November 1969

SUBJECT: Operational Report of the 54th Transportation Battalion  
(Truck), WFR6AA, for Period Ending 31 October 1969 (RCS  
SCFOR-65) (R-1) (U)

vehicles and all vehicles leaving the kill zone as quickly as possible and following vehicles not entering the kill zone, has greatly reduced the number of casualties that are incurred after the initial force of contact.

(3) RECOMMENDATION: The current policy of convoy operations be kept in effect, minimizing the damages to vehicles and cargo, and keeping the casualty rate low.

5. (U) LOGISTICS: None

6. (U) MAINTENANCE: None

1 Incl  
as

*Everett W Rackley*  
EVERETT W RACKLEY  
LTC, TC  
Commanding

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AVCA QN-TG-3 (5 Nov 69) 1st Ind

SUBJECT: Operational Report of the 54th Transportation Battalion (Truck),  
WFR6AA, for Period Ending 31 October 1969 (RCS CSFOR-65) (R-1) (L)

DA, HQ, 8th Trans Gp (MT), APO 96226, 15 Nov 69

Commanding General, USASC, QN, ATTN: AVCA QN-GO-H, APO 96238

1. The Operations Report for the 54th Transportation Battalion (Truck) has been reviewed and the information contained therein is considered adequate.

2. The following comments are submitted:


a. Reference Section I, Personnel. Concur. The 8th Transportation Group received very few in-country R & R allocations to Vung Tau. Increased allocations would be a highly positive morale factor.

b. Reference Section II, Operations - Bridges and By-Passes. Concur. Entire highway system is in need of upgrading. Certain portions of QL 19 are actually hazardous to convoy operations.

c. Reference Section II, Convoy Communications. Concur. Each gun truck should be provided with a radio for adequate communication during periods of enemy contact.

3. This indorsement may be regraded or unclassified when separated from classified inclosures.

TEL: PT 2561/2589

  
ALEX T. LANGSTON, JR  
Colonel, TC  
Commanding



AVCA 41-GO-H (5 Nov 69) 2nd Ind  
SUBJECT: Operational Report of the 54th Transportation Battalion (Truck)  
For the Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, US Army Support Command, Qui Nhon APO 96238 22 Oct 1969

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96384

1. The Operational Report, Lessons Learned, of the 54th Transportation Battalion for the quarterly period ending 31 October 1969 has been reviewed by this headquarters and the following comments are submitted:

a. SECTION II, paragraph 1(a): Concur. This command receives approximately 30 in-country M&R allocations per month. These allocations are distributed among major subordinate commands on a percentage basis determined by the assigned strengths of these units. The allocations given to the 8th Trans Group are to be distributed among the group's subordinate units. The 8th Group received 3 or 4 such allocations each month of the reporting period. The Special Services officer of this headquarters will attempt to obtain larger numbers of monthly allocations for in-country M&R, however these will continue to be distributed among all of the major subordinate units of this command.

b. SECTION II, paragraph 2(a): Concur with recommendation; nonconcur with observation and evaluation. A check of the SF&O Daily Log at this headquarters reveals that the by-pass for bridge 302 on QL-1 was closed to traffic only during the night of 11-12 Oct 69. While it is true that the bridge was damaged for nine months, seven months of this period were spent processing the project, obtaining funding approval and designing and evaluating the most effective and least expensive means to repair the bridge. The actual construction time was less than 60 days. Main supply routes are maintained in accordance with availability of funds, priority of effort, and availability of resources. It should also be noted that the by-pass at bridge 302 was in satisfactory condition and remained in place during the six day period when it was submerged.

c. SECTION II, paragraph 2(b): Concur. Action is being taken to implement the recommendations.

d. SECTION II, paragraph 2(c): Concur. Action is being taken to implement the recommendation.

e. SECTION II, paragraph 2(d): Concur. The subject request for M&R was not received by this headquarters. The request was resubmitted by the 8th Transportation Group on 24 November 1969 and appropriate action is being taken.

AVCA QN-GO-II (5 Nov 69) 2nd Ind

SUBJECT: Operational Reports of the 54th Transportation Battalion (Truck)  
for the Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

f. SECTION II, paragraph 4: Concur. The procedures described are the current policy of this command.

2. The report is considered adequate as modified by the above comments.

FOR THE COMMANDER:



ROBERT J. FLORCZAK  
CPT, AGC  
Asst Adjutant General

AVCA GO-MH (5 Nov 69) 3d Ind

SUBJECT: Operational Report - Lessons Learned of the 54th Transportation Battalion for period ending 31 October 1969 RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384

11 JAN 1970

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST  
APO 96375


1. The Operational Report - Lessons Learned submitted by Headquarters, 54th Transportation Battalion for the quarterly period ending 31 October 1969 is forwarded.

2. Pertinent comments follow: Reference item concerning In-Country R&H allocations, page 7, paragraph 1a. Concur. One hundred and twenty spaces were allocated to 1st Logistical Command (less USASUPCOM DNG) during the months of August and September 1969, and 140 spaces were received for October 1969. The allocations are distributed to the support commands and HHD 1st Logistical Command based on the percentage of the strength less the Da Nang Support Command.

3. Concur with the basic report as modified by this and previous indorsements.

FOR THE COMMANDER:

TEL: LBN 4839

  
C.D. STAFFORD  
1LT, AGC  
Asst, AG

CF:  
USASUPCOM, QNH  
8th Trans Gp  
54th Trans Bn.

AVHGC-DST (5 Nov 69) 4th Ind

SUBJECT: Operational Report of the 54th Transportation Battalion (Truck),  
WFR6AA, for Period Ending 31 October 1969, RCS CSFOR#65 (R2) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 25 JAN 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 54th Transportation Battalion (Truck) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Bridge By-passes", section II, page 7, paragraph 2a; 1st Indorsement, paragraph 2b; 2d Indorsement, paragraph 1b; concur. The major lines of communication are programmed for upgrade in accordance with MACV Directive 415-6. The 18th and 20th Engineer Brigades respond rapidly to construct or repair by-passes as required.

b. Reference item concerning "Unloading Problem, 5 ton cargo trucks", section II, page 7, paragraph 2b and 2d Indorsement, paragraph 1c; concur. Currently, USA SUP COM QNH is providing consignees with advance notification in instances when an excessive number of 5 ton cargo trucks are dispatched to LZ English or LZ Uplift. Recently the CG of the 4th Inf Div has enforced the convoy speed limits (25 mph) and Pleiku convoys naturally are unable to go to Pleiku and return in a single day. In instances where additional MHE has been required to facilitate discharge of 5 ton cargo trucks at LZ's English and Uplift, the required MHE has been moved to discharge points when available. Consignees at LZ's English and Uplift have commenced to stagger lunch hours when necessary to make maximum use of available MHE.

c. Reference item concerning "Unloading Problem Semi-trailers", section II, page 8, paragraph 2c and 2d Indorsement, paragraph 1d; concur. USA SUP COM QNH is in the process of reorganizing the CC&S company and hiring additional personnel. The CC&S facility has been recently relocated and necessary paperwork submitted for the construction of wash racks and requisitions submitted for 350 gallon per minute (GPM) pumps. Once wash racks have been constructed and pumps obtained, semi-trailer turnaround should be expedited.

d. Reference item concerning "Convoy Communications", section II, page 8, paragraph 2d; 1st Indorsement, paragraph 2c; and 2d Indorsement, paragraph 1e; concur. Request will be considered as an exception to the current moratorium on MTDA/MTOE actions when received.

FOR THE COMMANDER:



I. D. MURRAY

CPT, AGC

Assistant Adjutant General

Cy furn:  
54th Trans Bn  
1st Log Comd

GPOF-DT (5 Nov 69) 5th Ind (U)

SUBJECT: Operational Report of HQ, 54th Transportation Battalion (Truck)  
for Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 3 FEB 1970

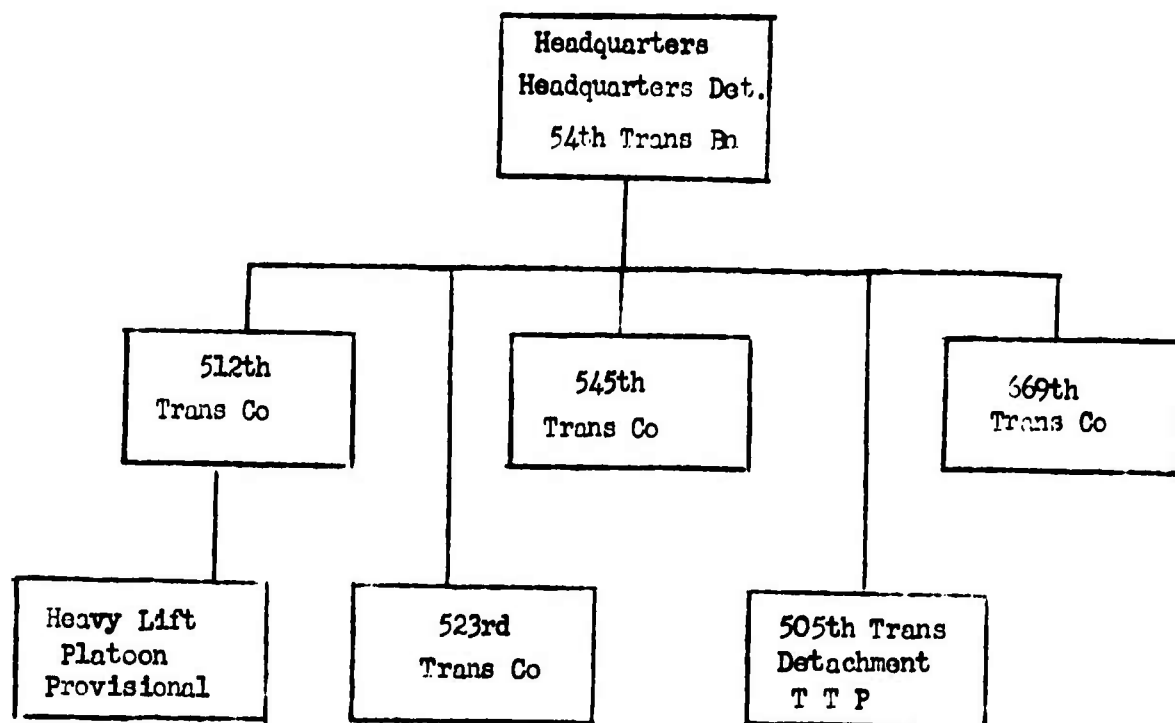
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
Asst AG

Organizational Chart, 54th Transportation Battalion (Truck)



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